

# Twin Tunnels Update

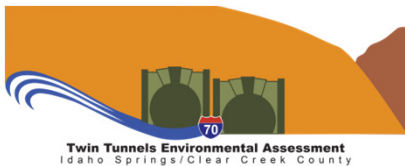
Transportation Commission Workshop  
November 14, 2012



# Agenda

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- Project Overview
- Schedule
- Animations/Visualizations
- Project Benefits
- Budget Needs



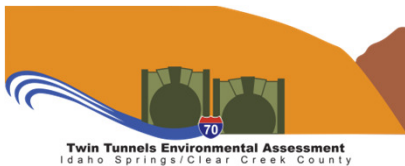
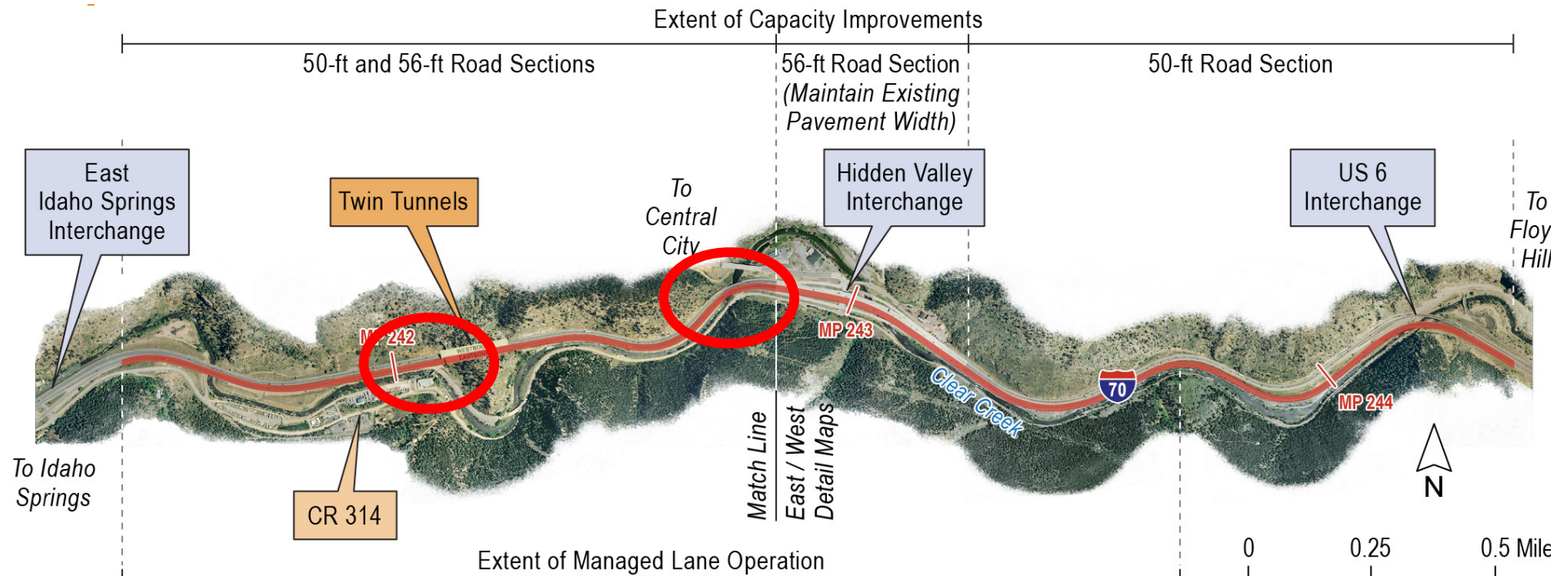
# The I-70 Mountain Corridor Challenge

- Studied for more than 20 years
  - » Collaborative Effort's Consensus Recommendation (2008)
  - » Tier 1: I-70 Mountain Corridor Programmatic Environmental Impact Statement and Record of Decision (2011)
- Corridor's Context Sensitive Solutions Approach
- First Tier 2 project: Twin Tunnels EA (normally a 24+ month process; the project team completed it in 13 months)





# Overview of the Project



# Construction Schedule

## Package 1 (I-70 on existing alignment) (Nov 2012 to Mar 2013)

- Prepare detour
- Construct components located outside of I-70 lanes

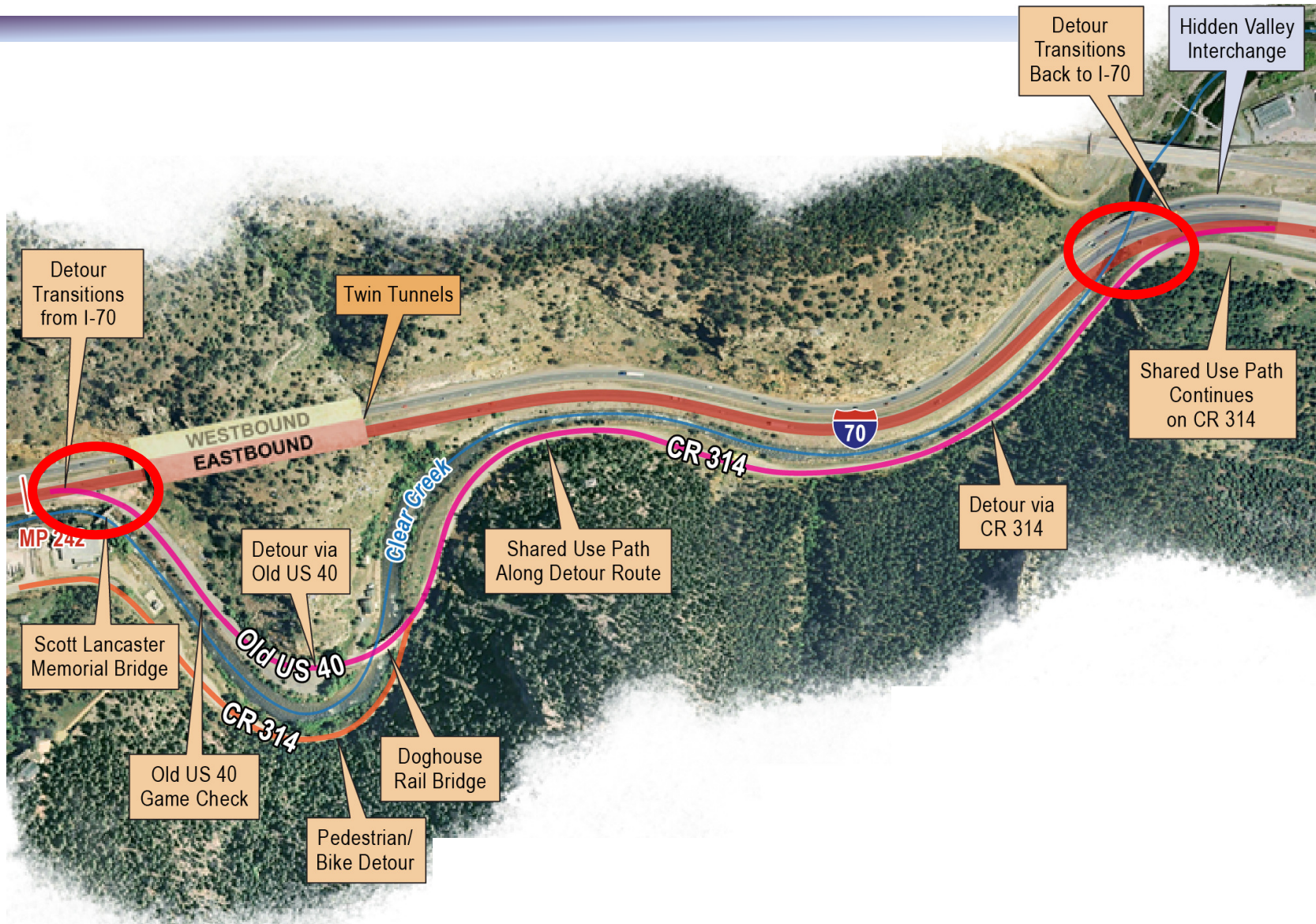
## Package 2 (I-70 on detour) (Mar to Oct 2013)

- Construct tunnel
- Widen and pave I-70
- Construct I-70 bridge over Clear Creek

## Package 3 (I-70 reopens) (Nov 2013 to Mar 2014)

- Restore detour and CR 314

# How will we construct this?

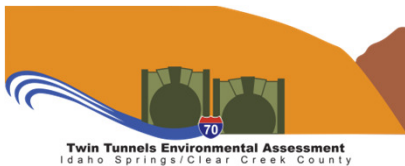




# Project Benefits

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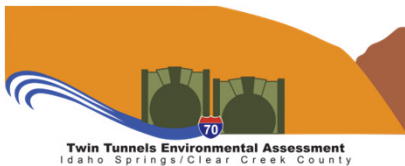
- In 2014, Colorado motorists will save approximately \$11.4 million in travel time and fuel consumption costs.
- If no other I-70 improvements happen, this annual savings increases to \$21.4 million in 2035.
- There will be an estimated 20% to 35% reduction in crashes in the project area.



# Budget Request

The project team has compared the Tunnel Vision workshop project cost estimates against the current cost estimates. The roughly \$40 million shortfall is primarily related to three main elements:

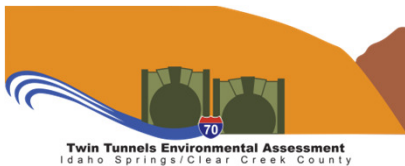
- \$22 million cost difference: tunnel construction costs
- \$3.3 million cost difference: Frontage Road Project (a separate project that was funded with the original budget allocation for the Twin Tunnels project)
- \$18.5 million cost difference: preconstruction costs



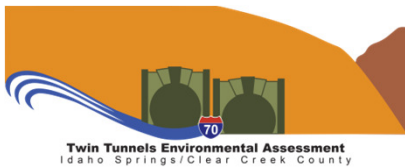


# Budget Request (continued)

- We are asking the Transportation Commission to approve the use of an additional \$20 million from Region 1 sources of funding:
  - » \$17.5 million FASTER Safety funds (FY14)
  - » \$1.5 million RPP funds (FY13)
  - » \$1 million Resurfacing funds (FY13)
- We are also asking for \$20 million from the Transportation Commission Contingency.
- The request for these budget approvals is contained in the budget supplement.

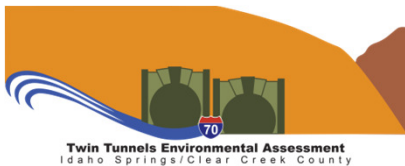


# Questions?



# Managed Lane Operation Concept

- Left lane would be tolled during peak periods (other two lanes operate with no fee)
  - » Generally summer and winter Sundays, holidays, and some Saturdays
  - » All vehicles pay fee; trucks pay surcharge
  - » Fee likely to be between \$1 and \$3
- Purpose is congestion management; would not likely generate much, if any, surplus revenue





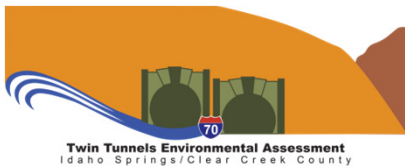
# What are the managed lane benefits?

## Reliable travel times in the managed lane

- Benefits of travel time reliability would be even greater if managed lanes were extended

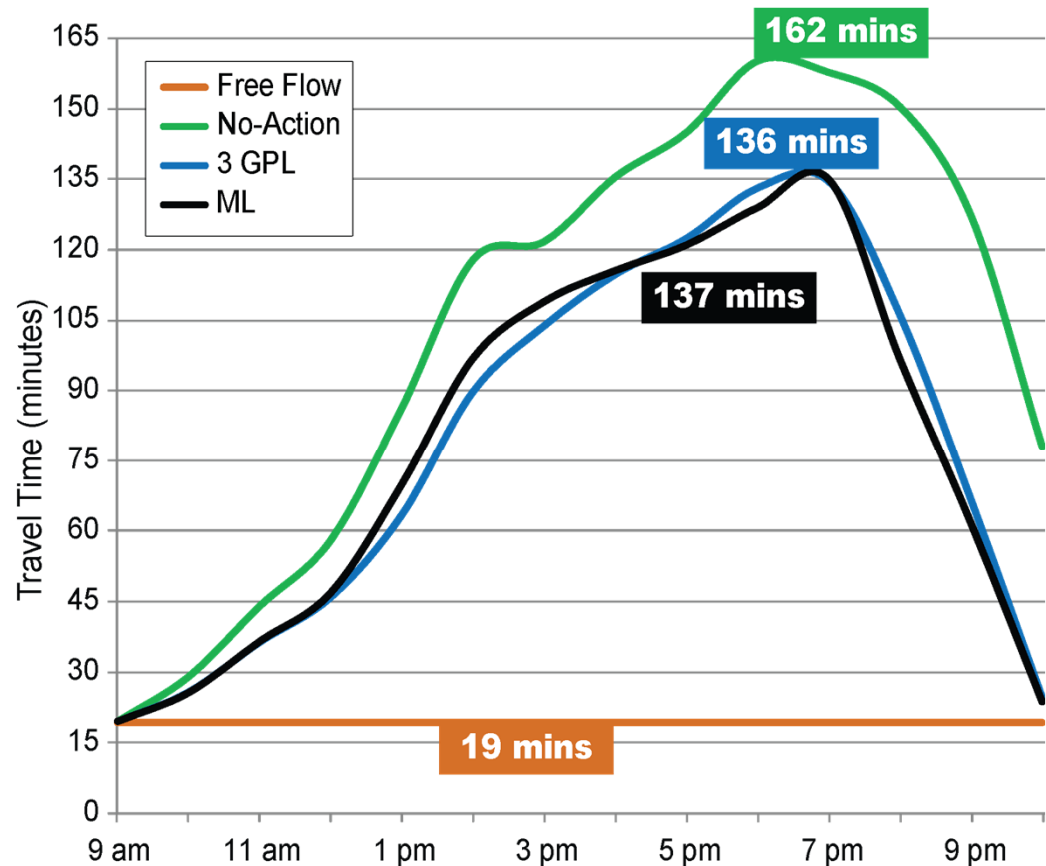
Travel speeds in managed lane exceed 45 mph more than 95% of the time

Emergency vehicles could use the managed lane to respond to accidents



# Purpose and Need: Reduced Travel Time

Proposed Action would reduce average travel time between Georgetown and top of Floyd Hill by 25 minutes on peak Sundays in 2035, compared to No Action



# Purpose and Need: Reduced Congestion

- Time drivers will be traveling  $\leq 10$ mph in peak period in 2035
  - » No Action – more than 50% of time
  - » Proposed Action – about 25% of the time

